

## Problems and practical solutions taken during contracts with respect to real cases in Bridge construction

Kathmandu 2076/11/28

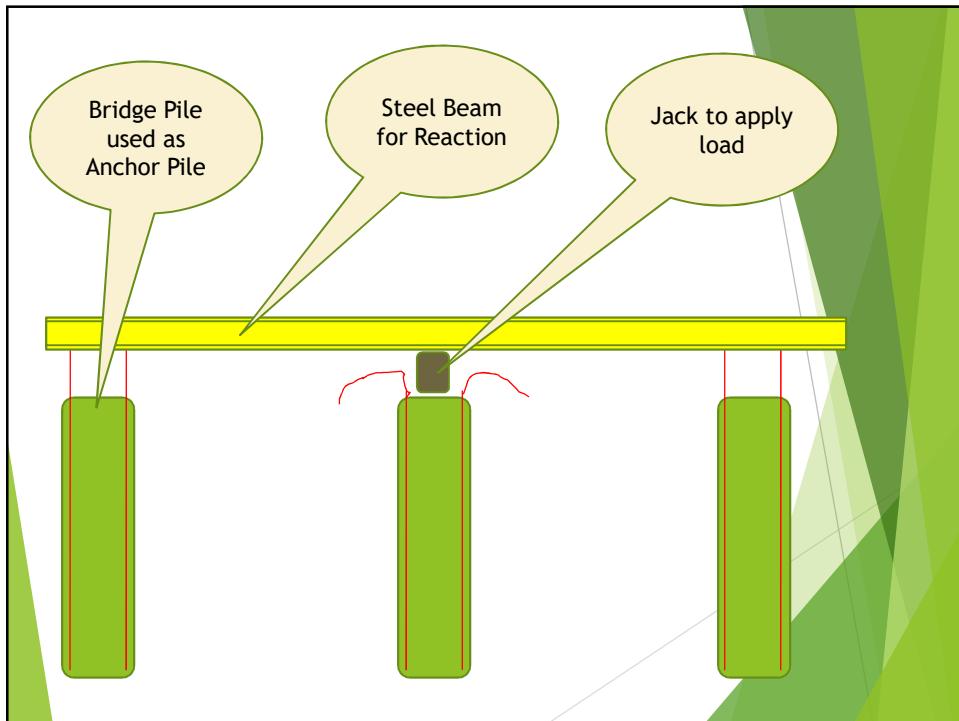
### General issues of doR

- ▶ Availability of approved drawings and designs
- ▶ Site Register
- ▶ Quality assurance Plan either non available or inadequate
- ▶ Records of correspondences
- ▶ Reply to Contractors' Claims
- ▶ Handover and takeover among Engineers and Sub-engineers
- ▶ Records of BM and other Control Points
- ▶ Poor Workmanship
- ▶ Unreliable test results attached with the running bills

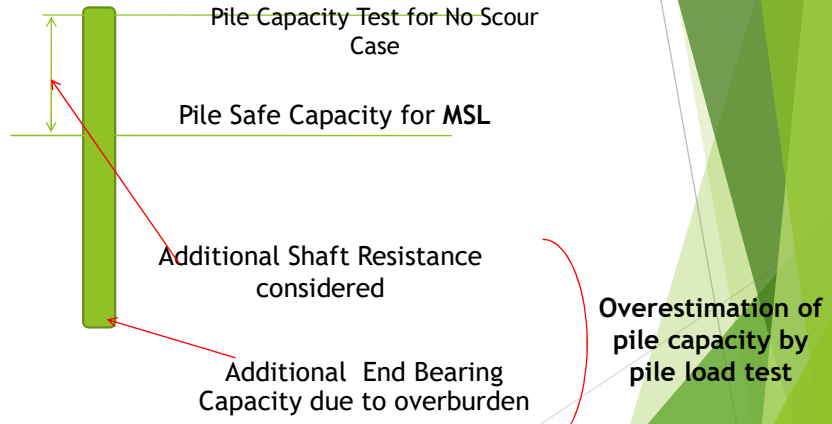
# Pile Load test



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## What mistake ?



## Workmanship



## Design ?

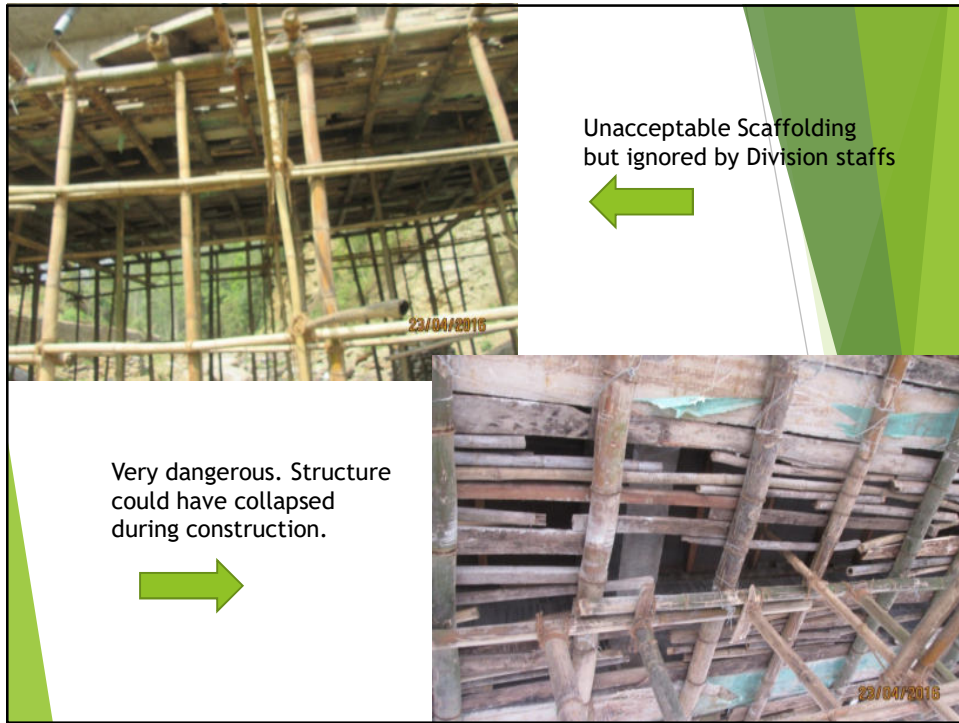
Bridge Span  
adequate ???



## Staging and formwork

- ▶ No base plates below the bamboo props. Some of the props are rested on boulders.
- ▶ No proper bracings.
- ▶ Differential settlement could have taken place.
- ▶ Nothing ac Bamboo props should not be preferred for longer spans, cording to the specification.





Unacceptable Scaffolding  
but ignored by Division staffs

Very dangerous. Structure  
could have collapsed  
during construction.

23/04/2016

23/04/2016

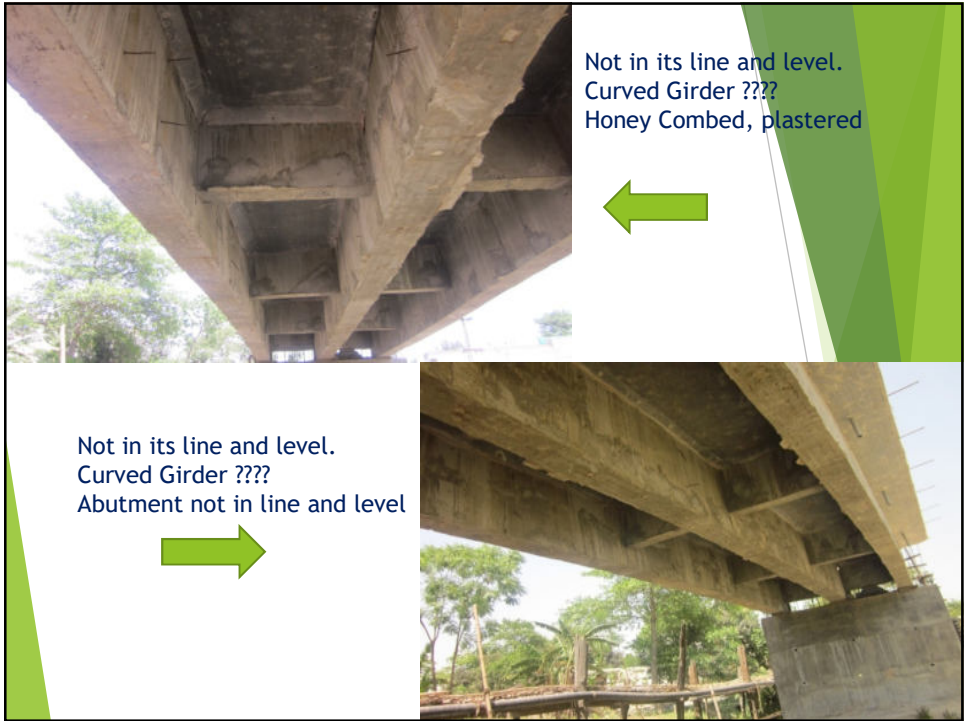


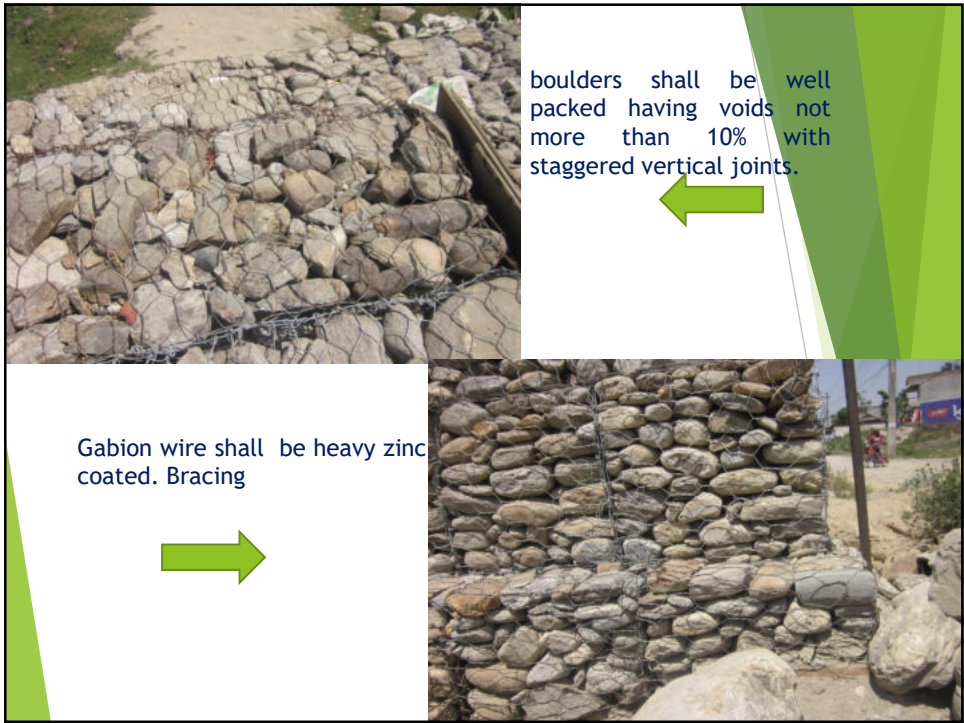
Formwork not secured properly  
Not in line & Level

Adjusting devices shall be  
secured against movement  
during concrete placing

23/04/2016

23/04/2016









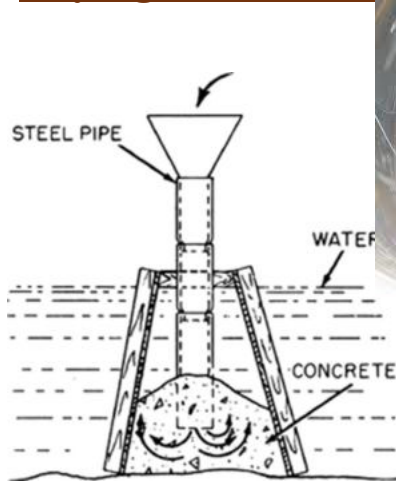
## Tremie Pipe for concreting



## Pouring the concrete



## Laying of concrete by using Tremie

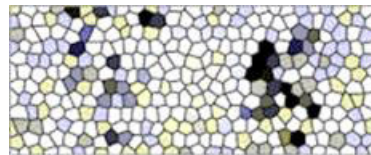


Method of underwater concreting— Tremie method (inside view)

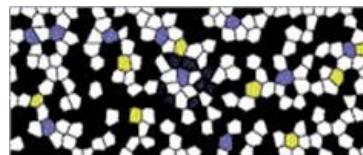
Basic principle behind Method of underwater concreting - Tremie method



## *Concrete Particles with adding Admixture (MELLOSE)*

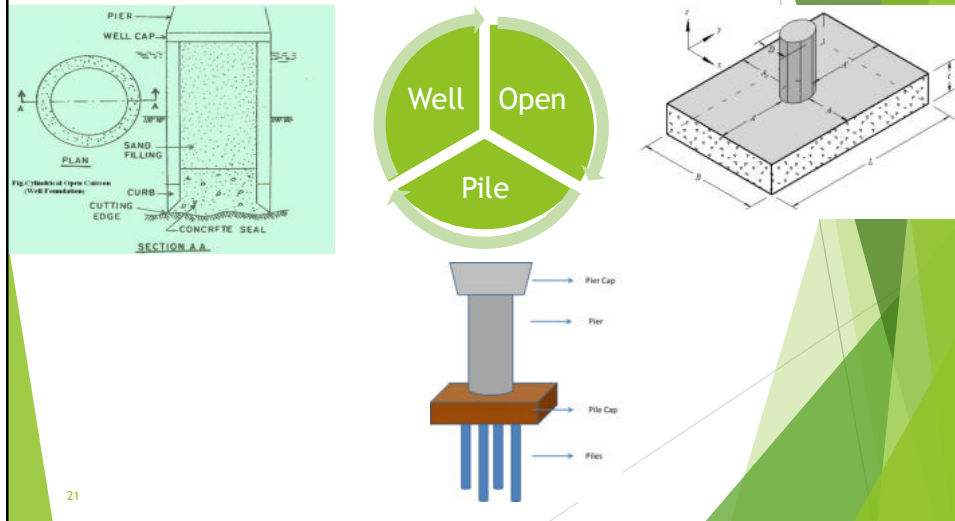


## *Concrete Particles without MELLOSE*



\* Black Dots Indicates Water

## Changes of Foundation Types



## SUNKOSHI BRIDGE, GHURMI.....



► Delay of Bridges designs by consultants

## SUNKOSHI BRIDGE, GHURMI.....

- ▶ Contracted in FY 058/59
- ▶ Contract Period up to 063
- ▶ Completed in 071 Poush
- ▶ Contract Amount NRs 14 Crore
- ▶ Price Escalation cent percent claimed
- ▶ Limitation of Price adjustment not mentioned in Contract Document
- ▶ PPA 2063 and PPR 2064 limits Price adjustment by 25%
- ▶ Contractor raised the case to the Court

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## SUNKOSHI BRIDGE, GHURMI.....

- ▶ Two Spans of 85 m of K-type truss
- ▶ One Pier and two abutments
- ▶ All foundations were well
- ▶ Designed Depth of foundation were 14 m
- ▶ Well could sink only up to 10 m in one well and 12 m in two wells
- ▶ Wells struck to large boulders in the river bottom
- ▶ Tilt and shift exceeded the limit of 1 in 80 and 15 cm respectively
- ▶ Construction was stand still till 2069 BS

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## SUNKOSHI BRIDGE, GHURMI.....

- ▶ Problem was solved by introduction of micro-piles
- ▶ 16-19 Nos of micro-piles of 30 cm dia with depth 10 m were provided to anchor the well in rock
- ▶ Three wells were not in a straight line due to shift
- ▶ Skew design check was done and constructed accordingly
- ▶ Well caps are above river bed level
- ▶ Reinforcement of the well were cut by public
- ▶ Reinforcement were exposed by dismantling 20-30 cm of well and reinforcement were socketed and slightly welded
- ▶ Epoxy grouting were used to fix the reinforcement

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## SUNKOSHI BRIDGE, GHURMI.....

- ▶ It was sought as a design problem and thus **Employer's Risks** as per the CoC
- ▶ EoT was provided as requested by the Contractor
- ▶ PPA 2063 and PPR 2064 limits Price adjustment by 25% but the Contractor claimed more
- ▶ Contractor was in financial problem
- ▶ Project Office guaranteed the payment to the Steel Fabricator (Hulas)
- ▶ Gust Wind collapsed the left span of the bridge while erection
- ▶ Insurance was claimed by the Contractor
- ▶ The case of Price escalation is the Court

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## SUNKOSHI BRIDGE, GHURMI.....



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## Guigad Bridge, Bajura



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## GUIGAD BRIDGE, BAJURA

- ▶ This bridge is in Sanfe - Martadi Road
- ▶ 60 m long Truss bridge
- ▶ Steel Fabricator Radha Structure was bankrupt
- ▶ Falsely erected the truss
- ▶ High sag of the truss and twisted in plan as well
- ▶ Contract was signed in 2068 BS
- ▶ EoT was approved up to 2072 BS
- ▶ Amount NRs 54.628 mln

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## Guigad Bridge, Bajura



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## Arun River bridge, Sankhuwasabha Lamsuwaghat



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## Arun River bridge, Sankhuwasabha Lamsuwaghat

- ▶ 5 Spans: one steel truss and 4 RCC spans total length 144.6 m
- ▶ Abutments Open foundation, Piers 7 m dia wells 14 m deep
- ▶ Contract was signed in 2069 BS
- ▶ EoT was approved up to 2074 BS
- ▶ Amount NRs 130.540 mln
- ▶ Confirmatory drilling and design check was conducted by the Contractor
- ▶ No objection by the Contractor during design check
- ▶ Probably no offset may be provided at the well curb to minimize the skin friction

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## Arun River bridge, Sankhuwasabha Lamsuwaghat

- ▶ Well sunk till date were 11m, 12m, 10 m, 7.5 m and 3 m
- ▶ Designed depth is 14 m
- ▶ Contractor demobilized all machines and manpower last year
- ▶ Only one watchman is at the site
- ▶ The Contractor claims an alternate designs
- ▶ Ask to convert well foundation to pile
- ▶ Progress till date is 27%
- ▶ DRO published a notice calling Contractor to the work

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## Tawa Bridge, Siddhicharan Highway



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## Tawa Bridge, Siddhicharan Highway

- ▶ Bridge was designed as 5 spans of 25 m each
- ▶ Open Foundation
- ▶ Depth of foundation was only 2 m from bed level in the drawing
- ▶ The Contractor suspected the design and ask to change
- ▶ DRO Lahan did not listen to it and directed to continue work
- ▶ Constructed as per drawing
- ▶ Two piers were tilted during monsoon
- ▶ Investigation was done by DoR
- ▶ The Consultant agreed that he had done mistakes in the design
- ▶ The Consultant redesigned the foundation free of cost

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## Tawa Bridge, Siddhicharan Highway

- ▶ Tilted piers were dismantled and reconstructed as per new design
- ▶ Extra cost incurred due to demolition was NRs 66 lakhs
- ▶ CIAA investigated the case
- ▶ Consultant and the Contractor paid NRs 66 lakhs as a penalty

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## Tawa Bridge, Siddhicharan Highway



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## Riyu Bridge, Postal Road chitwan



## Riyu Bridge, Postal Road chitwan

- ▶ About 250 m long vented causeway was designed and tendered out in 2006
- ▶ The partial construction was damaged by 2007 flood
- ▶ Construction was abandoned
- ▶ Later a bridge was designed

## Kamala Bridge, Sindhuli



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## Kamala Bridge, Sindhuli

- ▶ 547 m long PSC bridge
- ▶ Hetaunda - Sindhuli - Katari - Dharan Road
- ▶ Contract agreement on 2068.03.31
- ▶ Contract period after EoT 2074.04.15
- ▶ Contract Value NRs 301.670 million
- ▶ Open Foundations
- ▶ 14 spans
- ▶ Designed and Build modality
- ▶ About 60% Progress till date

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### SUNKOSHI RIVER BRIDGE, DOLALGHAT TO EAST KAVRE



Plate 1: The Sunkoshi Bridge site north of Dolalghat. View to N. Note the steep river gorge and high currents.



Plate 3: A close-up view of the right abutment. Note a rock cliff below the road with some overhangs and pool with eddies below the cliff. The water depth is more than 7 m. View to SW.



Plate 2: General view of right abutment (at the jeep), downstream of the suspension bridge. View to S.



Plate 4: Scene of rock cliff upstream from the suspension bridge. Note some vertical joint faces with orange to brown colorations. A gabion wall (spur/dyke) is proposed at the gross spot below and slope of the suspension bridge abutment to prevent scouring downstream. View to NW.

Site situation: vertical cliff

### SUNKOSHI RIVER BRIDGE, DOLALGHAT TO EAST KAVRE



Site situation : Presence of faults extending downwards

## SUNKOSHI RIVER BRIDGE, DOLALGHAT TO EAST KAVRE



Plate 2: The excavated foundation pit of the right abutment in grey-green slate. Two prominent joints are seen to run NNE-SSW, almost parallel to the riverbank and extend beyond the anchorage block of the suspension bridge. View to NNE.



Plate 3: A close-up view of the right abutment. Note a rock cliff below the road with some overhangs and pool with eddies below the cliff. The water depth is more than 7 m. View to SW.



Plate 4: Scene of rock cliff upstream from the suspension bridge. Note some vertical joint faces with orange to brown colorations. A gabion wall (spur/dyke) is positioned at the grass spot below and upstream of the suspension bridge abutment to prevent scouring downstream. View to SW.

Right foundation excavation

Abutment

Site situation : Presence of vertical cliff

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## SUNKOSHI RIVER BRIDGE, DOLALGHAT TO EAST KAVRE

- Lesson learned
- Very good project for case study
  - Over 30 files
  - Almost 6 variations (?)
  - A lot of correspondence and document
  - A lot of staffs were involved
- Very good project for case study
  - Problems were encountered from the beginning - site selection
  - Some issues are also pending yet (protection of right bank and sealing of cracks)
  - And every problem has solution and was made in every case
  - Cost and time overrun but Project is successful

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## Rapti Bridge, Lamahi Koilabas Dang



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## Rapti Bridge, Lamahi Koilabas Dang



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## Rapti Bridge, Lamahi Koilabas Dang

- ▶ About 404 m long steel truss cum RCC bridge was constructed in 2002
- ▶ Lamahi Koilabas Road
- ▶ Gusset plate buckled and bridge was sagged
- ▶ Investigation by various agencies started
- ▶ DoR found that the stiffness of gusset plate was inadequate
- ▶ Contractor took full responsibility and reinstated the bridge and opened the traffic to its capacity
- ▶ The Contractor rectified the problem on their cost
- ▶ Flood of 2008-9 overtopped the banks and approach road was washed away
- ▶ RCC spans were added later with separate contract later

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## Babai (Jabdighat) Bridge, Gulariya Rambhapur road

**Span:** 435 m (17 Nos); T-Beam  
**Link road :** Gulariya –Rambhapur (MRM)  
**Road Type:** Feeder (SRN) - F203  
**Type of Foundation:** Pile foundation  
**Name of Contractor :** Pappu Construction

River changed its course in last monsoon from left bank to right bank.



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## Babai (Jabdighat) Bridge, Gulariya Rambhapur road

Specification	Findings
All the railing posts and kerb of the bridge shall be in the same line and level as per drawing.	Line and level of railing posts and kerb are not found proper as per drawing. Poor workmanship.

## Babai (Jabdighat) Bridge, Gulariya Rambhapur road

04/04/2016 13:26

04/04/2016 13:51

Railing

Cement store

04/04/2016 13:45

Footpath water logged

## Babai (Jabdighat) Bridge, Gulariya Rambhapur road

The waterway under the soffit level of bridge shall be made clear before monsoon.

Waterway is blocked by debris.



## Babai (Jabdighat) Bridge, Gulariya Rambhapur road

Specification	Findings
<p>1. The material to be used for embankment shall be tested for its suitability.</p> <p>2. The embankment fill material shall not contain deleterious (organic) material.</p> <p>3. The earthwork in embankment shall be done in layers not exceeding 150-200 mm (compacted) thickness at a time followed by necessary field</p>	

## Babai (Jabdighat) Bridge, Gulariya Rambhapur road

Specification	Findings
QAP shall be submitted by the contractor and get approved before construction work starts and update regularly.	At the the fourth year of the contract. The contractor had completed about 90 % of the bridge work without the approval of QAP.
Frequency of test shall be as per specification and well documented.	Frequency of test results are not found recorded.
Bar bending schedules shall be produced by the contractor and get approved before placing R bars in position.	Producing of bar bending schedules for approval not found in the practice.
Manufacturers certificate for cement, gabions & R bars essential.	Not available.

## Babai (Jabdighat) Bridge, Gulariya Rambhapur road



Next Failure ??

Foundation Failure ??

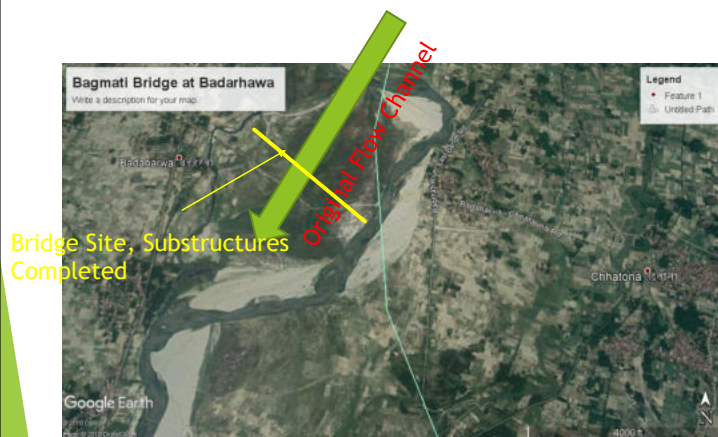
Designed span is 25.0 m  
But, some spans are 21.5 m  
and some are 26.5 m

## Babai (Jabdighat) Bridge, Gulariya Rambhapur road

- ▶ Contractor notified the Division that Drilling is hard for pier Nos 2,3,5,15 and 16
- ▶ Confirmatory bore holes indicated that SPT value were higher than designed one
- ▶ Contractor requested to change the foundation from pile to Well
- ▶ Soil embankment built for staging was not cleared before monsoon
- ▶ Pile load test was conducted for Piles of pier No 10. It was 80 ton for a settlement of 5.09 mm, it is higher than designed 59.7 ton
- ▶ Technical audit was conducted by NVC and found four NCRs
- ▶ Contractor did not corrected the NCRs
- ▶ Constructed Deck level was not smooth and equal. Right abutment is 20 cm higher than left abutment

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## Bagmati bridge at badarhawa, Postal road



## BAGMATI BRIDGE AT BADARHAWA, POSTAL ROAD

- ▶ 700 m long bridge at Postal Highway linking Sarlahi and Rautahat at Badarhawa
- ▶ Contracted in 2067 BS
- ▶ Contract amount was NRs 34 crore
- ▶ Well foundations with depth 18 m
- ▶ Contractor is Lumbini Builders
- ▶ Worked by Pappu Construction but nothing is in paper
- ▶ Debris from wells were stacked on the river bed and obstructed the flow
- ▶ River started breaching of eastern bank and guide bunds
- ▶ Later river completely outflanked and shifted its flow channel towards east

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## BAGMATI BRIDGE AT BADARHAWA, POSTAL ROAD

- ▶ River flowing about 1 km east of the bridge site
- ▶ Postal Highway project had instructed to halt the construction works in 2070 and work was abandoned in dilemma
- ▶ It is already 4 years now
- ▶ New hydrology was studied by Professors of IoE Pulchowk Campus
- ▶ It was found the HFL of the original design is inadequate to accommodate 100 years return period
- ▶ The free board is insufficient
- ▶ Later it was decided that the bridge pier cap should be raised by 20 cm only reducing available free board by 1 m
- ▶ Some strengthening at the abutment is sought
- ▶ Now the Project has instructed the Contractor to resume works
- ▶ The Contract is in process of Arbitration

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## BAGMATI BRIDGE AT BADARHAWA, POSTAL ROAD

- ▶ The Contractor has notified the Project he has terminated the Contract on his behalf citing CoC provisions
- ▶ Discussions ongoing
- ▶ CIAA is also investigating the case
- ▶ There are faults from both the sides
- ▶ Contractor asked full Price escalation i.e. More than 25% if he has to resume the works

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## Bagmati river shifted towards east



## Ektanga Bridge Parsa



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## EKTANGA BRIDGE PARSA

- ▶ Small RCC T beam bridge 3 spans of 24 m each
- ▶ Contracted out in 2068 BS
- ▶ Contract Amount NRs 2.14 Crore
- ▶ Original Completion date 2070.04.27
- ▶ Less than 50% progress
- ▶ CIAA started investigation
- ▶ Pappu Construction
- ▶ Well foundations of 14 m deep
- ▶ Division started termination this year
- ▶ Work was abandoned by the Contractor
- ▶ Contractor resumed the work after notification of Termination

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## Bishnumati Bridge, tekū



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## Bishnumati Bridge, Teku

- ▶ A Contract of Kathmandu Sustainable Urban Transport Project under ADB finance
- ▶ Design and Supervision by Consultant
- ▶ ICB Contract in 2013
- ▶ Contract Amount about NRs 22 Crore Two bridges (Dallu Arch bridge and Teku Bridge)
- ▶ Original Completion date 2016
- ▶ ZEIC - Pappu JV
- ▶ Pile foundations of about 22 m deep
- ▶ Deck of Dallu bridge completed but approach not final yet
- ▶ Traffic cannot utilize the Dallu bridge due to incomplete approach road
- ▶ ADB loan closed last year
- ▶ Project terminated and handed over to Kathmandu Division

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## Bishnumati Bridge, Teku

- ▶ Consultant ask the Contractor for Trial Mix of the Concrete
- ▶ Designed Concrete strength was M45
- ▶ Contractor did not respond to the Consultant's instruction
- ▶ Consultant ask the Contractor for Test certificate and confirmation of Prestress strand
- ▶ A sample was sent to IoE, the result was about 1200 Mpa but required was 1800 Mpa
- ▶ 3 Span bridge, two side spans of RCC 20 m and central PSC girder 30 m span
- ▶ PSC span to be completed first because of inadequate space provided at Pier Cap
- ▶ Contractor completed RCC spans first
- ▶ Nos space available for Prestress Jack
- ▶ A part of RCC span was dismantled and Prestress Jack was placed to the position in one side only
- ▶ Prestressing tension was given from one side only

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## Bishnumati Bridge, Teku

- ▶ The Contractor cut all the exposed tendons immediately, Consultant could not get samples
- ▶ The test result was available after the installation of tendon and had inadequate strength
- ▶ Concrete was also found of inadequate strength
- ▶ Due to this the Consultant ordered to dismantle the PSC span
- ▶ Later the Contractor showed a test result of unknown sample of Prestress strand

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## Bishnumati Bridge, Teku



## Bishnumati Bridge, Teku



## Design and build contracts

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## Dhobi khola bridge Bijuli Bazar



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## Dhobi khola bridge Bijuli Bazar

- ▶ Design and Build modality
- ▶ Agreement on 2071 Poush 13 with the Contractor
- ▶ Original Contract period was up to 36 months
- ▶ EoT was granted till 2076.09.13
- ▶ Contract Value NRs 131.4 million
- ▶ Construction of two bridges on Dhobi Khola of Araniko Highway at Bijulibazar
- ▶ Survey, soil exploration, detailed design and environmental studies to be conducted by the Contractor
- ▶ Contractor Bid for the design and studies
- ▶ Construction of the bridge as per approved design and specification including foundations, substructures, super structures and other ancillary works all complete as a single item as 1 Job in the BoQ
- ▶ Construction of Approach road as per the approved design with necessary ancillary works 1 Job in the BoQ

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## Dhobi khola bridge Bijuli Bazar

- ▶ River Training and Bridge protection works as per approved design 1 job
- ▶ Design was done by Bangladeshi Engineers of BUET
- ▶ Provision for EMAP implementation
- ▶ 12m wide bridge was designed and approved after survey, geotechnical investigation by the Contractor
- ▶ It was found 10.0 wide bridge could be constructed on u/s side due to objection of the local people
- ▶ Redesign and approval process took almost 6 months
- ▶ Now the construction has started
- ▶ WS trunk pipe line was found parallel to the foundation
- ▶ Sewer line and underground electric line was also found in the foundation and later shifted

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## Dhobi khola bridge Bijuli Bazar



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## Bagmati River bridge, Tinkune - Minbhawan

- ▶ Design and Build modality
- ▶ Agreement on 2071 Poush 04 with the Contractor
- ▶ Original Contract period was up to 42 months or 2075.03.04
- ▶ No EoT was granted
- ▶ Contract Value NRs 210.03 million
- ▶ Construction of two bridges on Bagmati River of Araniko Highway at Min Bhawan and Tinkune
- ▶ Survey, soil exploration, detailed design and environmental studies to be conducted by the Contractor
- ▶ Contractor Bid for the design and studies
- ▶ Construction of the bridge as per approved design and specification including foundations, substructures, super structures and other ancillary works all complete as a single item as 1 Job in the BoQ
- ▶ Construction of Approach road as per the approved design with necessary ancillary works 1 Job in the BoQ

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## Bagmati River bridge, Tinkune - Minbhawan

- ▶ River Training and Bridge protection works as per approved design 1 job
- ▶ Design was done by Bangladeshi Engineers of BUET
- ▶ Provision for EMAP implementation
- ▶ 12m wide bridge was designed and approved after survey, geotechnical investigation by the Contractor and there is no problem at the site
- ▶ WS trunk pipe line was found parallel to the foundation
- ▶ Sewer line and underground electric line was also found in the foundation and later shifted
- ▶ 3 Foundations are complete but one of them has disputes
- ▶ Pile Integrity Test and pile load test were carried out
- ▶ Pile Integrity Test was not satisfactory for u/s right foundation

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## Bagmati River bridge, Tinkune - Minbhawan

- ▶ Two piles have cracks
- ▶ One pile has lesser depth than designed (Designed depth is 31 m)
- ▶ Need revision of design and has to add more piles to accommodate loading on the bridge
- ▶ Contractor denied the design review and become silent
- ▶ Contractor started construction of pile cap
- ▶ Project Office instruct to stop the work, review the design, construct the additional pile and construct a monolith pile cap
- ▶ Contractor did not obeyed the instruction, constructed the pile cap
- ▶ IoE was involved in design review at the Contractor's cost
- ▶ Contractor tries to construct any works in the absence of the Engineer

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## Bagmati River bridge, Tinkune - Minbhawan

- ▶ Contractor proposed a partial dismantling of pile cap and make monolith pile cap after adding new piles at the contractors' cost
- ▶ Contractor generally denies the instruction of the Project Engineer
- ▶ Contractor already bind the reinforcement for superstructure without completing the foundation
- ▶ Project instructed immediate removal of reinforcement
- ▶ DG and DDG mediated the case
- ▶ Now the Contract is terminated and the Contractor is blacklisted for 3 years

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## Trishuli Bridge, Mugling



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## New Challenges, 120 m span Arch bridge



## New Challenges, 120 m span Arch bridge



## New Challenges, 120 m span Arch bridge



## Trishuli Bridge, Mugling

- ▶ Contract Value NRs 120.8 millions
- ▶ Contract signed on 2069.12.23
- ▶ Original Completion date 2072.12.22
- ▶ EoT granted 3 times, last date for expected completion is 2076.01.31
- ▶ Originally, 120 m length of the bridge was tendered as Design and Build Modality
- ▶ The site could not accommodate the 120 m length
- ▶ Length of bridge is revised as 160 m including 120 m arch as central span and 2x20 m land spans
- ▶ Variation is approved with internal adjustments

## Thulo Gardwar, Sindhuli



## Thulo Gardwar, Sindhuli

- A Bridge on Hetauda Dharan Road, 32 km west of Sindhuli
- 60 m Span Box Girder
- Concrete was 21 days old
- Tendons were not stretched
- Flood occurred due to heavy storms in 6-7 Chaitra 2075
- Bridge collapsed
- Insurance claimed by the Contractor
- NRs 2.8 Crore
- Time Loss

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## Some other issues.....



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## Mawa River bridge, Betini, Jhapa



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## Karnali Bridge, Rakam



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## Karnali Bridge, Rakam



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## Karnali Bridge, Rakam



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## Karnali Bridge, Rakam



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## Trishuli bridge, Thimura Chitwan - Devghat



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## Seti River Bridge, Tanahu



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## Jalbire, Mugling Narayanghat



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## Sunkoshi, Okhaldhunga - sindhuli



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..... bridge, jhapa



..... bridge, jhapa



## Bagmati bridge, Sindhuli- makawanpur



## Sunken bridges in Jumla Road



PALTADA BRIDGE



LOHA BRIDGE

100



नेपाल सरकार  
भौतिक पूर्वाधार तथा यातायात मन्त्रालय  
सडक विभाग  
हुलाकी राजमार्ग निर्देशनालय  
हुलाकी राजमार्ग योजना कार्यालय, कपिलवस्तु

### ठेक्का सम्झौता तोडिएको बारे

(प्रकाशित मिति : २०७६/०८/२५)

तपसिलमा उल्लेखित निर्माण कार्यहरू सम्पन्न गर्नका लागि तपाईं श्री पप्पु/वाम्ती जे.भी., अनामनगर, काठमाडौंको नाममा मिति २०७६/०३/०३ को कान्तिपुर राष्ट्रिय दैनिकमा निर्माण कार्य सम्पन्न गर्नेबारे अत्यन्त जरूरी सूचना प्रकाशित गरी कार्य सम्पन्न गर्ने मौका दिइएको र पुनः उक्त निर्माण कार्यहरूको ठेक्का किन नतोड्नेबारे मिति २०७६/०५/०४ को कान्तिपुर राष्ट्रिय दैनिकमा सूचनामार्फत स्पष्टिकरणका साथ कार्य सम्पन्न गर्ने कार्य योजनाका लागि अन्तिम मौका दिइएकोमा त्यस जे.भी.ले कार्य सम्पन्न गर्ने गरी संशोधित कार्ययोजना (काय तालिका र स्रोत परिचालन तालिका) पेश गरेकोमा पेश गरेको कार्य योजनाप्रति कार्यालय आश्वस्त हुन नसकेकाले सार्वजनिक खरिद ऐन २०६३ तथा नियमावली २०६४ र सम्झौतामा उल्लेखित ठेक्का शर्तको दफा ५८.१ बमोजिम हुने गरी ठेक्का अन्त्य गरिएको व्यहोरा जानकारी गराइन्छ। तपाईंलाई सूचना प्रकाशित मितिले सात दिनभित्र निर्माणस्थल खालि गरिदिनुहुन र त्यस जे.भी.बाट सम्पादित भुक्तानीयोग्य कामको नापजाँचका लागि त्यहाँको अधिकारिक प्रतिनिधिसहितको टोली मिति २०७६/०८/२९ देखि मिति २०७६/०९/०६ सम्म निर्माणस्थलमा खटाई दिई सम्पादित कार्यको अद्यावधिक विवरण दुरुस्त राख्ने कार्यमा सक्रिय सहभागिताका लागि अनुरोध छ। उक्त मितिमा त्यस जे.भी.को अधिकारिक प्रतिनिधि उपलब्ध नभएमा पनि कार्यालयले नापजाँच गरी मूल्यांकन गर्ने र सो मूल्यांकन नै अन्तिम हुने व्यहोरा समेत जानकारी गराइन्छ। साथै ठेक्का सम्झौता अन्त्यसँगै सार्वजनिक खरिद ऐन २०६३ तथा नियमावली २०६४ र सम्झौतामा उल्लेखित ठेक्का शर्तअनुसार हुने गरी अन्य कारबाही स्वतः कार्यान्वयनमा जाने व्यहोरा समेत जानकारी गराइन्छ।

तपसिल		
सि.नं.	ठेक्का नं.	कामको विवरण
१.	HRP/3372244/070-71/11	भैरहवा-लुम्बिनी सडकअन्तर्गतको तिनाउखोला पुल निर्माण
२.	HRP/3372244/070-71/12	भैरहवा-लुम्बिनी सडकअन्तर्गतको डोण्डा खोला पुल निर्माण

योजना प्रमुख

Any questions ???

Thank you.